

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE

For STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, "PRINZ REGENT LUITFOLD" WEDNESDAY
GIBRALTAR, SOUTHAMPTON, Capt. O. Pahnke Noon, 26th August.
ANTWERP and HAMBURG

SHANGHAI, NAGASAKI, KOBE, "PRINZ RITEL FRIEDRICH" About WEDNESDAY
and YOKOHAMA Capt. E. Malchow 26th August.

MANILA, YAP, NEWGUINEA, "MANILA" THURSDAY
BRISBANE, SYDNEY and Capt. Minster 5 P.M., 10th September.
MELBOURNE

KUDAT and SANDAKAN, "BORNHO" Beginning of September
Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL,
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, ERNEST SIMONS Girard 31st Aug., P.M.
MARSEILLES, VIA PORTS YARRA Sellier 1st Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, VILLE DE LA CROIX Barillon 14th Sept., P.M.
MARSEILLES, VIA PORTS AUSTRALIEN Verro 15th Sept., P.M.

Transshipment of the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from
Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th August, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA,
NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA,
WANTAO (Peking, Tientsin), KOBE, YOKOHAMA,
GENOA to HONGKONG in 30 DAYS.
NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed,
Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.
Connecting with the Canadian Pacific Railway.
FREIGHT to OVERLAND, PASSENGERS to OVERLAND and EUROPE via VANCOUVER.
YOKOHAMA—VANCOUVER 1 DAY.
LONDON and PARIS 20

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL,
via MAGELLAN STRAITS.

Proposed Sailings:

QUESSANT 27th Aug. CEYLON 25th Nov.
AMIRAL OLRV 15th Oct. CORSE 15th Jan., 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly
equipped with single berth cabins.
Intermediate class and rates of passage.
All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 6th August, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 24th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft., bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern, for dealing quickly and cheaply with work
and a large stock of material is always at hand (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 376, 398, or 381.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watsons.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH.	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJILATJAP.	JAPAN	Second half Aug.	JAVA	Second half Aug.
TJIKINI.	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANAS.	JAVA	First half Sept.	JAPAN	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 19th August, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wink Lok Street.
Canton Agents—Messrs. E. Yaguet & Co.

For further particulars, please apply to—

BARRETEO & CO.,

Agents.

Hongkong, 28th March, 1908.

STRANDING OF THE "PORT MARIA."

FINDING OF THE COURT OF INQUIRY.

A naval inquiry was held on 8th instant, at the British Consulate, Kobe, into the circumstances attending the stranding of the "Port Maria" whilst on a journey from Vladivostok to Tsingtao on the morning of July 17th, as reported in our columns.

The Court was composed of Mr. H. Bonar, the British Consul-General, presiding, Captain G. C. Cuddy, of the "Flinshire," Captain W. G. McArthur, of the "Eastern," and Captain H. Harris, of the "Cyclone."

The finding of the Court was delivered as follows:—

"The 'Port Maria' is a steam vessel of 1,449 tons net registered tonnage, official number 111,310, built at Leith 1907, and belonging to the port of Bristol. It appears from the evidence given before the Court that she sailed from Vladivostok on the 15th of July, 1908, bound for Tsingtao with a cargo of 300 tons and a crew of 42 heads, all told, as well as passengers. At noon on the 16th July, observations were taken, and, as the ship was found to be making a good course, the latter was left unaltered. The weather at that time was clear, and the wind N.E. The Master was called by the Third Officer at midnight, when the weather was still clear and fine, the sea smooth, and the moon shining. The Master then again retired, giving instructions to be called as soon as the 'Tateishi' Light was visible. At 3 a.m., when the Master returned to the bridge, the light ahead was not yet visible, but the weather conditions appeared the same, except for what was apparently a fog-bank ahead. The atmospheric conditions were such that the Captain thought he could see five miles, but not seeing 'Tateishi' Light, he slowed down the engines at 3.15 a.m. One minute later, he observed broken water ahead, and immediately ordered the helm aport. He then put the engines full speed ahead with a view to the rudder having greater effect, and almost simultaneously the ship struck on a submerged rock, scraping her starboard bilge without losing way, causing considerable damage from No. 2 hold to abaft the engine-room. Finding the ship was not making much water, the Master then made for Tsingtao with all speed. Arrived at that port there was a list of 17 degrees to port, and all the port fires were washed out by the water in the stokehold. The passengers and mails were safely landed. Thereupon the Chief Engineer, reporting that he could not keep the water under, the ship was beached with her port-side to the land. But for the timely exertions of two German warships lying in the harbour, the Master states that the ship might have become a total loss. Owing to the valuable assistance from the German vessels aforementioned, she was able to be refloated by the following evening and brought round to Kobe under her own steam for repairs."

"The Court, having regard to the circumstances above stated, finds as follows:—
"That more caution should have been used in approaching the land as the weather was hazy, the 'Tateishi' Light not having been sighted at the time expected. That it would have been more prudent if the Master had steered a more southerly course from, say, 1 a.m., which would have enabled him to use the bank for soundings, and if a p.m. observation had been taken as a check to the ship's position on that day. That the accident was due, under the deceptive atmospheric conditions prevailing, to the over-confidence of the Master in steering 'as if' a course, especially as the soundings were of no use until practically too late."

"The Court does not propose to deal with any certificate.
"In all other respects the Court finds that the conduct of the Master, Officers and crew was admirable and proper."
"The 'Port Maria' appears to have been properly supplied with the usual charts."
"The Court in pursuance of the powers vested in it by section 483 of 57d, 58 fcti. c60, orders that the sum of £918s. 10d. being the costs of the proceedings before the said Court, be paid by John Williams, Master of the s.s. 'Port Maria,' being one of the parties thereto, and he is hereby ordered to pay the said amount accordingly."

The Court then returned certificates to the Captain and second officer.—"Japan Chronicle."

Intimations.

WORKS MANAGER WANTED OVER GENERAL ENGINEERING WORKS.

MUST have First-class General Engineering knowledge and experience. Good Education and Energy are requisite. Particulars of Qualifications, Age, and Salary expected should be given.

Application to reach Tientsin before 31st August, and to be addressed to—

SECRETARY,

TIENTSIN IRON WORKS,

Tientsin.

The above position is vacant owing to the resignation of present Manager who is leaving China permanently.

Tientsin, 6th August, 1908.

[730]

WARE COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable, and Rare Collection of Ancient COINS consisting of those of the SASSANIAN, GREEK, GREECO-BACTRIAN, INDO-SCYTHIAN, and EARLY HINDU DYNASTIES, THE SULTANS OF DELHI (including Feroz and Shih Kiege) and OF KASHMIR, THE MOGHUL EMPERORS, THE AMIRAS OF AFGHANISTAN, AND OF BUKHARA, THE SHAHS OF PERSIA, TOGETHER WITH OTHER MISCELLANEOUS COINS OF GREAT NUMISMATIC INTEREST, BEAUTY AND RARITY.

Apply to—

I. U. MIRZA,

Supreme Court,

Hongkong.

PAUST BREWERY COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA,

Hongkong, 19th July, 1907.

To Let.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 22nd May, 1908.

[357]

TO LET FROM 1ST SEPTEMBER.

AT SHAMEN, CANTON.

HOUSE No. 103 (Kwan Pow Buildings) at present in the occupation of the M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st August, 1908.

[695]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$45 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 24th July, 1908.

[601]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPADORE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 9th June 1908.

[188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in KIPON TERRACE.

OFFICES in YORK BUILDING.

"GOLDMANS" in PRINCE EAST, BLUE BUILDINGS, and No. 162, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August 1908.

[164]

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.

Apply to—

KELLY & WALSH, LD.

Hongkong, 27th July, 1908.

[706]

TO LET.

GODOWN No. 34, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908.

[490]

TO LET.

A HOUSE in KNUITWOD TERRACE Kowloon.

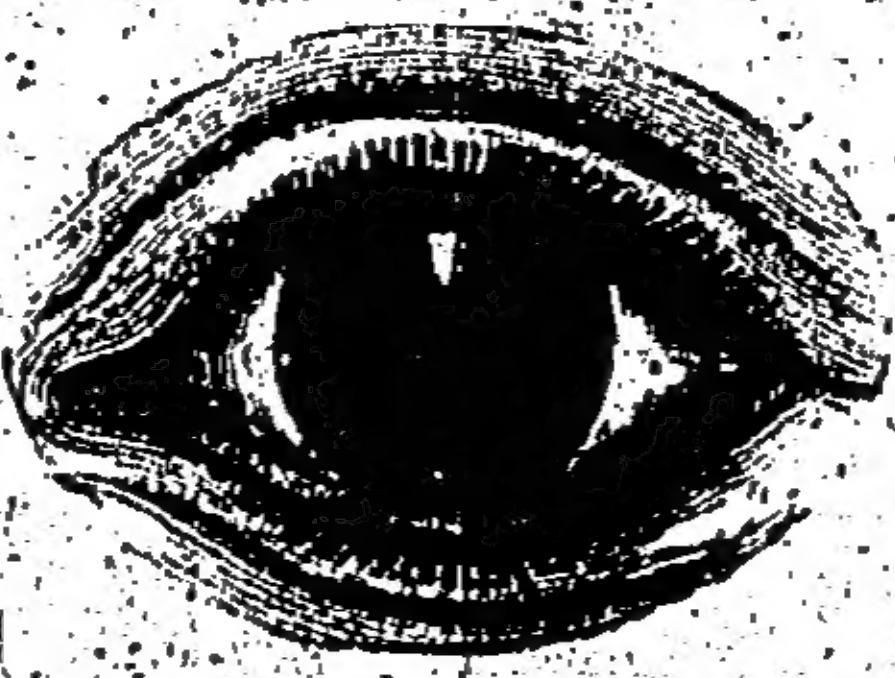
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908.

[551]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
31, John Street, Bedford Row, W.C. 5, Bentinck Street, 456, Nanjing Road,
Hongkong, 4th March, 1908.

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

Fashions and Novelties

Lace Goods.

Latest Designs in Muslin Embroideries, Allovers, Flouncings, Insertions.

BLOUSES, BLOUSES, BLOUSES.

Latest Shapes and Styles BELTS.

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Vaux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 28 August, 1908

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1908. [723]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTRATION OF SHARES of the Corporation will be CLOSED on MONDAY, the 10th instant, to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1908. [724]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 28th July, 1908. [708]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1908, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 14th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to 2nd instant, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 14th August, 1908. [725]

For Sale.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT Street, will be Open at 10 A.M. and 4 P.M. daily. Sundry exceptions, to receive and deliver perishable goods.

WM. FARLAN,
Manager.
Hongkong, 1st August, 1908. [761]

TYPEWRITERS

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS

SATISFACTION GUARANTEED.

ALSO

FOR SALE AND HIRE

MODERATE CHARGES

MOTOR

LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS

TO AND FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR

PICNIC PARTIES, &c.

Fares from \$2 per Hour.

HUMBER CYCLES

AGENCY.

DRAGON CYCLE

DEPOT,

31-35, DES VAUX ROAD CENTRAL.

Hongkong, 19th August, 1908. [76]

CHINA'S POSTAL ADMINISTRATION.

A delay of three months in the appearance of the Postal Secretary's report on the working of the Imperial Post Office had not passed unnoticed, but the explanation given by Mr. A. F. Hippley, is probably the least expected.

From the beginning of this year the Chinese calendar has been substituted for the foreign calendar in the rendering of accounts and statistics at all postal establishments. "The change," it is stated, "had sooner or later to be made to meet national ideas and customs and to suit the requirements of a Chinese administration." Although the innovation is a matter of small moment, it is confessed to a feeling of regret on learning of the decision of the Postal authorities. The abolition of an antiquated method of chronology, like the elimination of obsolete customs and the reform of her currency, was to be regarded as a useful contribution to the political regeneration of China, and to confirm the Government in its adherence to one or other of its traditional failings by adapting it to a department under foreign supervision savours of setting back the clock. Be that as it may, however, the Imperial Post Office has firmly established its position in the body politic of the country, and its progress as well as its educational influence upon the people will be maintained, regardless of the periods for which returns of its accounts and statistics are made. No less than 707 new places have been opened to postal business during the year, raising the total number of Offices and Agencies to 2,803, and postal articles (excluding parcels) handled, which rose from 76,000,000 in 1905 to 113,000,000 in 1906 amounted for the year under review to 167,000,000, an increase of fifty per cent. Parcelled mail has risen from 1,732,000 in 1905 to 2,333,000 in 1906 to 1,970,000 in 1907; while money orders, which in 1905 represented a value of \$1,150,000 and of \$1,130,000 in 1906, were issued to the amount of \$3,375,000. Again no budget of the Post Office is appended to the Report; but in instituting a comparison with India, which in 1897 secured an equilibrium between receipts and expenditure in the neighbourhood of £1,000,000, the Postal Secretary adds, "beside these figures the income of the P. O. occupies a very modest position." It is indebted to the Maritime Customs for services which, if dispensed with, would involve an additional expenditure of \$750,000, and from other remarks in the Report it is to be inferred that the Post Office, although making striking progress, is still very far from paying its way.

Although the idea of a National Postal System had taken such a firm hold of the official mind in Peking in 1876 that the Taunsi Yarns was prepared to see a reference to the subject embodied in the Chefoo Convention of that year, twenty years elapsed before the Decree creating an Imperial Post for all China was issued. In part this long hesitation to carry out a good resolution was due to the fact that the two postal institutions already possessed by China from time immemorial—the Imperial Government Courier Service and the native posting agencies—had taken too firm a root in popular tradition and respect. The establishment of the Imperial Post Office left both these institutions free to carry on their business on their own merits, and it was clear at the outset that at least the *min-chi*, or postal hongs, and the new system were embarked on a strenuous competition, which could only result in "the survival of the fittest." This expectation has been realized, for each year no small portion of the Report on the Post Office is devoted to a consideration of the rivalry of the native postal agencies. It has to be admitted that the Imperial system has throughout outdone leniently with the *min-chi*, but its determination to force them out of existence is none the less emphatic. In the early days of the Post Office there was ample room for both systems and a *modus vivendi* was arranged by which the Government service undertook to forward the hongs' clotted packages on payment. Registration was ordered with a view to check smuggling; but it was found to be of little value, as the registered hongs indulged in the practice as much as those that elected to remain unregistered. From the 1907 Report it would appear that the vitality of the *min-chi* has at last been sapped; and that if they are dying hard, it is mainly owing to the difficulty experienced by the Postal authorities in persuading local officials to give effect to the spirit of the edict that aimed at the suppression of offending hongs.

The Postal Secretary, however, wisely looks to improvement in the Government system rather than to legislation to seal the fate of the *min-chi*. Prompt delivery and late collection and the establishment of fast day-and-night courier services must ultimately lead to their absorption, and indications that the process has begun in real earnest are reported in every direction. In Canton alone the year has witnessed the extraordinary increase in the number of letters for local delivery from 44,000 to 445,000. In Fokien province a fast day-and-night service accomplishes the 213 miles from Changchow to Ningchow in sixty-six hours, through districts infested with tigers and other wild animals; "whereas formerly mails were often as long as five weeks on the road." The astonishing development in the value of money orders issued testifies to the popularity of this branch of the service, and little consideration is required to understand that the proportionate increase by the business cause the Department some anxiety. It is no secret that efforts are made by the Chinese public to use the postal facilities afforded in order to gamble in exchange, and there is little cause for wonder that "the work of remittance in China demands unremitting attention." The latest of the Postal Secretary over different currencies continually fluctuating is timely and it will be readily believed that "the establishment of a uniform national currency would be welcomed by so one more warmly than by the Postal Administration." Finally the report discusses

the relations between the Chinese and the foreign Post Offices. The sympathy to the alien administrations must increase with the steady extension and improvement of the Chinese postal system; but foreign Government is not overlook the fact that the permanency of present conditions in the Chinese Post Office depends entirely on the absence of interference with its foreign organizers. In view of the spirit that actuates modern China we may learn at any moment that the Chinese Government has taken over the postal administration, and it would be idle to imagine that the high standard now obtaining would then be maintained. The disabilities under which China suffers to-day should not be considered individually nor should time be wasted in endeavouring to remove them individually. With a reformed China they will cease automatically; but the work of reform can only be accomplished gradually, by systematic effort directed from the bottom upwards.—N. C. D. News

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. The Director of Public Works, to sell by

PUBLIC AUCTION, TO-MORROW,

the 20th August, 1908, at 11 A.M., at The Government Store, Warehouse, A LARGE QUANTITY OF CONDEMNED STORES. TERMS—As usual.

HUGHES & HOUGH,

Hongkong, 19th August, 1908. [751]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. M. D. PARK, Esq., to sell by

PUBLIC AUCTION, ON

TUESDAY, the 25th August, 1908, at 2 P.M., within his residence, "DUNDEE" Magas on Gap, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, comprising

SILK TAPE, COVERED DRAWING ROOM SUITE, a quantity of CANTON CARVED, BLACKWOOD, CABINET, TABLES, SOFAS, CUPID STANDS, KOREAN, LAQUERED, CABINET, DINNER WAGGON, GLASS, CROCKERY, and E. P. WARE, OLD CHINA, ENGRAVINGS, &c., &c.

ALSO
A C. J. T. GE. PIANO by M. F. Rachau & Co., Hamburg, (in good order and condition). Catalogues will be issued.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th August, 1908. [758]

Intimations.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR BOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE EXECUTOR OF WILLS, (ATTORNEY, &c.), Underpoken and Executed, SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. [48]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY. STUDIO at No. 14, D'ARVILLE STREET.

REASONABLE FEE. Consultation Free. Hongkong, 20th June, 1904. [60]

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 16th April, 1901. [66]

Consignees.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of August, at 9 P.M.

All Claims must reach us before the 23rd of August, 1908, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 12th August, 1908. [8]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"PALMA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are loaded.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 13th August, 1908. [7]

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA," Captain Daint, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside Kowloon Wharf.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 14th August, 1908. [78]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship, "KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 19th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD., General Managers.

Hongkong, 17th August, 1908. [10]

S.S. "AUSTRALIAN" COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Douglas* and *Hebe*, from Havre ex s.s. *Adour*, and from Bordeaux ex s.s. *P. Leroy* will be informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th August, at 3 P.M.

No Fire Insurance has been effected. P. NALIN, Acting Agent. Hongkong, 17th August, 1908. [14]

Consignees.

"SHIRE" LINE OF STEAMERS. LIMITED. NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE," Captain Norris, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 18th August, 1908. [766]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWS," FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th August, 1908. [765]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MACDUFF," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 18th August, 1908. [764]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents. Hongkong, 18th August, 1908. [19-20]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY. This is the great discovery of our day, which will revolutionize the world and save millions of lives. It is a simple, safe, and effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system. It is a discovery that will revolutionize the world and save millions of lives. It is a simple, safe, and effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system.

THERAPION. This preparation is an unexcelled remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system. It is a discovery that will revolutionize the world and save millions of lives. It is a simple, safe, and effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system.

THERAPION. This preparation is an unexcelled remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system. It is a discovery that will revolutionize the world and save millions of lives. It is a simple, safe, and effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system.

THERAPION. This preparation is an unexcelled remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system. It is a discovery that will revolutionize the world and save millions of lives. It is a simple, safe, and effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the system.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Dozen - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen - - \$19.50

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.
Hongkong, 18th August, 1908.

MARRIAGE.

July 16, at West Hampstead, A. M. M. ROBERTSON, WALKER to M. ADOR ROBERTSON, daughter of late A. McIver, of Hongkong.

DEATH.

On August 13, 1908, at Shanghai, MAHE, HANSEN, wife of B. Hansen, 1. M. Customs, aged 53 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 19, 1908.

HIS EXCELLENCY AND THE RAILWAY ESTIMATES.

Reference was made yesterday in another connection to the onerous and exceptionally difficult task that must be occupying His Excellency the Governor in collaboration with the head of the Government Departments in framing the Budget, which, in the usual course, will be presented to the Legislative Council next month. It is probable that no Governor since the early days when the Colony was in the chrysalis stage has been faced with a more perplexing and intricate duty in accommodating the expenditure to the revenue than that which has fallen to the lot of Sir Frederick Lugard. Not matter what exigency schemes are adopted to meet the special and peculiar needs of the situation it is certain that the community will find ample reason for cavilling. The burden of the taxpayer, already heavy, is certain to be increased in new directions for a variety of reasons which are too familiar to our readers to require repetition, but even if there were no exceptional circumstances to complicate the situation, there would still remain the additional expenditure involved by the payment of extra interest on the loan borrowed for railway construction. What that means was briefly outlined by His Excellency at the Legislative Council when advocating the formation of a typhoon shelter at Mongkok. On that occasion it was observed by the Governor: "Next year we shall have to provide \$150,000 extra for interest on railway construction, and these sums for the railway will go on steadily increasing until they culminate in 1911 when we shall have to create a sinking fund on our borrowings. In that year, including interest and sinking fund, we may assume we shall have to pay four and a half on one million sterling and three and a half on half a million sterling. That will amount to a capital sum

of \$600,000 or \$550,000 which in the falling rate of exchange will mean something like \$600,000 out of our revenue." While there is undoubtedly a general desire on the part of all sensible members of the community that the railway from Kowloon to Canton should be completed at as early a date as possible, that desire is tempered by the feeling that up to the present there has been an excessive degree of secrecy observed as to the financial position of the construction works. Never once has the community, the people who have to pay the piper, been taken into the confidence of the Government. Under Sir Matthew Nathan the progress on the railway was as exclusively concealed as if the work were the private and particular hobby of the Governor and the Public Works Department. Vast sums of money were appropriated without even the formal sanction of the Legislative Council having been obtained until every penny was spent. To ask for information was to invite some nebulous explanation which explained nothing. Nobody suggested that there was any hanky-panky business behind this extraordinary and entirely unwarranted reserve on the part of the Government, but everybody unconsciously with officialdom strongly objected to the hole-and-corner methods pursued. Was it to be wondered at that strange rumours were current regarding the doings at the railway, of inexplicable delays and duplicated operations, rendered necessary by defective original plans, and the consequent abnormal enhancement of the estimated cost? The people of Hongkong are but human and if they had to find the money to build the railway they naturally felt that they were entitled to some reasonable statement as to the character of the work proceeding and the success attained. But the late Governor was adamant; his idea appeared to be that the taxpayers should consider it sufficient honour to be allowed to pay without asking embarrassing questions. He carried through that policy with a high hand which on very rare occasions was called by the unofficial members of the Legislative Council, and up to the day of his departure the public knew as much about the British section of the Canton-Kowloon railway as they knew of the North Pole. Whatever they learned was gleaned through the medium of casual visitors who were unable to judge, or from disgruntled workmen who had a very powerful reason to put the worst side foremost. Now, such a state of affairs may be all very well under an autocracy but it is not nearly so good enough for Hongkong. What is a railway after all that all matters in connection with it should be wrapped up and watched in the bonds of privacy? What secrets were there to reveal that they had to be so strenuously guarded from the public ear? It might be all very well to say that the reputation of Sir Matthew Nathan as a military engineer was boded up in the successful construction of the line, but the interests of the taxpayers of Hongkong are ten times more important than any official reputation, no matter how highly placed he may be. With the coming of Sir Frederick Lugard a brighter era seemed to have dawned. The unofficial members, led by the former representative of the Chamber of Commerce, demanded that a full and complete statement as to the progress of work on the railway should be given, together with an account of the manner in which the enormous sums appropriated—in an utterly unconstitutional way, as we have said—had been expended. His Excellency's reply was all that could be desired. Nothing was to be withheld from those whose privilege it was to vote the money required. Everything was to be laid bare for their benefit and their right to all information in connection with the railway was to be adequately recognised. Up to this time, it would have taken an exceedingly clever individual to discover in the Estimates what provision had been made for the construction works, and not a few hunted in vain for the information which was concealed under the extraordinary heading of "contingent and charitable services" and the sub-heading of "charge on account of public debt." The humourist whose skill was devoted to the task of playing will-o'-the-wisp for the public beneit eclipsed himself, and his chuckles of satisfaction are yet audible. Sir Frederick Lugard promised that in future there should be none of this hide-and-seek business about the Estimates, and, going farther, stated that a special report would be called for from the Resident Engineer of the railway. Thus the air was cleared, and people waited expectantly for the information which they had long sought, and lived in hopes of being able to understand the situation from the Resident Engineer's report. In due course that report arrived and a more inexcusable document it has seldom been our fate to see. Perhaps a few experts in railway engineering might have been able to make head or tail of it and arrive at some conclusion as to what had been done or left undone or done over again on the railway, but we fancy that the majority of those who even attempted to find out what it was all about must have risen from it more baffled than ever. This was not the sort of information that

is members of the Legislative Council had asked for; this was not the plain, lucid and detailed report they had been led to expect. Why, the periodical report by the manager of Kaitia is as clear as the second day in comparison with the Resident Engineer's statement. In the meantime, a succession of events had arisen which withdrew attention from the railway works and for the space of six or eight months we have been systematically kept in the dark regarding what is being done on the Peninsula. Nothing in the way of news has been proffered, and if there is anybody outside the charmed circle who knows whether the Canton-Kowloon railway is still in course of construction or whether it has been abandoned altogether, then he must either be gifted with the knowledge of Old Moore or have been born a spiritualistic medium. In a month, as we have said, the Estimates in all probability will be placed on the table of the Legislative Council. His Excellency the Governor is doubtless even now putting the finishing touches to them. We would earnestly suggest then that His Excellency, in fulfilment of his promise, will see to it that a complete record of the estimated expenditure on the railway during 1908-1909 is provided in the Estimates. Such a happy-go-lucky system as that which says "To Canton-Kowloon railway, so much" will not do. What is wanted is a clearly-defined and explicit account of how it is proposed to spend the monies which the Council will be called upon to vote for this work. In other words, an itemised statement of expenditure, from which those who read may learn. We trust that His Excellency will recognise the force of this suggestion, which, when all is said and done, is the simple corollary to his own pledge. Everybody appreciates the fact that His Excellency is at this period of Hongkong's history being required to sustain burdens which were unknown to his predecessors, and that he has to bear the brunt of any mistakes committed by those who came before him, that the framing of the Estimates is a colossal task if the Colony is to make both ends meet at the end of the financial year, but we submit that this question of the construction of the railway and the cost of this work is of prime importance and should receive that chief place among the items on the Estimates to which it is entitled.

FOREIGN IMPORTS IN CHINA.

There are some exceedingly important deductions to be drawn from the analytical report on the foreign trade of China during last year. The report has all the weight and authority of the Statistical Department of the Imperial Maritime Customs and may therefore be taken as being practically incontrovertible. To deal with generalities in the first place, it is recorded that in 1907 the aggregate volume of imports was valued at 419,071,661 Haiwan taels, an increase of nearly a million taels on the figures of the preceding year, and considerably over 200 million taels as compared with ten years ago, 1898, when the imports were valued at 218,745,747 taels. Of these imports last year some 1.4 million taels in value were re-exported so that the actual imports amounted to roughly 416,000,000 taels, an increase of some 6 million taels worth over 1905. In ten years the foreign import trade of China has, within a few millions, doubled in value, so that some conception of the growing importance of the Chinese market to merchants in Europe and America may be realised. In America, especially, the value of the Chinese trade is appreciated at its true worth, but the American exporters have been handicapped in their dealings with the Middle Kingdom for a variety of reasons which are well understood. In Europe, however, it would appear as if the manufacturers who rely on an export trade are content to rest on their laurels so far as China is concerned, and this applies to Great Britain as well as to other countries, although when we mention Great Britain we are placed in the quandary of being unable to say what proportion of British products is represented in the Chinese imports from Hongkong, and the Straits. For example, it is recorded that last year goods to the value of the huge sum of 155,642,000 taels were imported from Hongkong as compared with 144,938,000 taels in the previous year and 148 millions in 1905. An increase of more than 11 million taels in a year is something to boast about, and if we only knew what countries were represented in the total and the proportion of each we might then arrive at a better understanding of the relative importance of each in the commerce of China. But even if all the countries on the face of the earth had an equal share in the exports from Hongkong, which is, of course, absurd, even if Great Britain was not the originating centre of the goods transhipped at Hongkong, still the mother country is an easy first in the value of her exports to China, although there is another reduction to be made. Whereas last year China took from Great Britain goods to the value of 77,361,000 taels, in the year previous she disposed of 78,711,000 taels worth, and in 1905, 86,171,000 taels, so that for the last two years that is to say in 1907 and 1906 there has been a steady falling off in the imports received from Great Britain. In 1904, however, the British exports were valued at 87,220,000 taels so that last year we were still ahead of the former year by some 22 million taels. Japan ranks next to Great Britain as one of the nations exporting goods to the Celestial Empire, the imports of Japanese products by China being set down at, roughly, 574 million taels, which was about three and a half millions less than the value of the goods taken in the previous year, a fact which we suppose will be variously attributed. All the continent of Europe, Russia excluded, could only account for 31 million taels as the cost of the goods landed by the various countries of the West in China. That was a reduction of almost exactly five million taels on the year preceding, although it was an increase of two and a half millions over 1905. Of that aggregate, Germany was responsible for goods to the value of 16 million taels, Belgium 10 million and a half, France 3 million and a half, Austria and Hungary one and a half millions, and so on. With the gamut unit we arrive at Spain which could only find Chinese purchasers of goods to the extent of 270,000 taels. It is quite evident that the boycott had a serious effect on the export trade of the United States so far as the Chinese Empire is concerned, for whereas in 1905 the Chinese accepted goods valued at 44,436,000 taels, in 1907 the value of the imports had fallen to 36,913,000 taels, which it may also be stated was less than half the value of American exports to China in 1907. Against direct imports from British India the sum of 3,913,000 taels in value, and that is the last of the big figures. From that sum there is a sudden drop to 9 millions from Indo-China, 6 millions from the Dutch Indies, 5 millions from Singapore and the Straits generally, one and a half millions from Korea, one million from Canada, down to 611,000 taels which was the value of the goods sent to China by all South America. We had almost omitted to mention that the neighbouring Colony of Macao was responsible for a by no means inconsiderable share of the imports into China, having sent goods to the value of no less than 5,414,000 taels. It is impossible to conceive what has come over Asia's trade with the great Empire which she once enjoyed as a champion, for last year the imports from Russia's ports in Europe had dwindled to 2,113,000 taels as compared with 4,144,000 taels in 1904, nearly a million in 1905 and 3,404,000 taels in 1906. There is a sad falling-off there. From Russian ports in the Pacific, however, there appears to be a steadily growing import trade, the figures for the past four years being: 1900—885,220 taels; 1901—521,595 taels; 1905—719,611 taels; and 1906—523,404 taels. Across the frontier line which separates China from Russia there are no business transactions whatever. Australia's trade with our neighbour continues to drop having fallen from a million and a half taels in 1903, nearly a million in 1906, and 777,551 last year, and that despite the efforts of the commercial missionaries who have been sent out by various States in the Commonwealth with the object of promoting Australian products. Such a result certainly calls for remark, and it would be decidedly interesting to learn what those Commissioners of Commerce have to say on the point. If China found it profitable to take goods to the value of 6 million and a half taels from Australia in 1907 why is it that she was content with half that quantity in 1907, especially as her aggregate imports instead of being on the decline are actually on the increase. It is true that in 1904 the Chinese imports were exceptionally large and valuable, were correspondingly high, but a decrease of 730,000 taels in three years on a million and a half does not speak well for the energies of the glorified Australian commercial travellers. The same thing may be said of Canada. Last year China was one of Canada's customers to the extent of 1,130,000 taels, whereas in 1906 the value of the goods supplied by the Dominion was 446,000 taels, and for the two years previous it was well over the two million mark. Another table shows the value of the direct foreign imports into each Customs district, and to those who will read between the lines it adds extremely interesting reading. We have frequently referred to the rapid strides which Canton is making as a port of call and how just our contention is that one of these days Canton will wrest part of Hongkong's distributing trade to herself, may be seen from the advances made annually in her direct foreign imports. Last year the value of the foreign goods landed at Canton was put at 20,820,000 taels against 25,666,599 taels in 1906 and about the same in 1905. These figures speak for themselves and need no comment whatever. As might be expected Shanghai shows the largest direct trade, the value of the foreign goods landed at the Northern port being 19,167,000 taels, and no other place comes near it. Amoy is represented by about 39 million taels, Kowloon by 29,820,000 taels, Swatow by 17,939,000 taels, Lappa by 13 and a half million, Amoy by nearly 10 millions, Dairen by 10 millions, Foochow by over 6 and a half, etc. The report from which we have been quoting proceeds to enumerate the articles imported, and it would prove a valuable guide to merchants who seek an opportunity to open up a profitable trade with China.

FOR THE HONGKONG HYPOCHONDRIACS.

To those who pass their time in the Orient the subject of health and the best methods of guarding against disease is of perennial interest, not because people are really concerned with health problems but owing to the perpetual stream of advice with which they are regaled. From the lining of the soles of the shoes of one's boots there are candid critics with pet theories on the subject. And the old man who has made a hobby of the subject is about the deadliest sort of incubus that one could meet in a day's march. He has theories on the subject of rising, he can talk fearfully about the danger of using too much soap in the bath tub; his knowledge of the habits of the mosquito, the cause of dampness in houses, the origin of plague, and the value of wearing flannel next the skin—which he carefully avoids himself—would almost paralyse the members of the British Association. One Manila medico, we remember, delivered himself of a lengthy article on the question whether it was advisable or wise to indulge in the morning bath, and his arguments were so forcible that he all but convinced his readers. It is likely they would have been convinced if they could have decided in the end whether he was in favour of the bath or against it, but as nobody could be certain what his conclusions were people went on bathing, or refraining from bathing just as they had been accustomed to do previously. The latest health doctor of the amateur variety has been airing his views in a highly interesting publication *The Journal of Tropical Medicine and Hygiene*, and to tell the truth, his views are wonderfully sane. Indeed, they might have been stated in almost the same words by anybody who has spent four or five years in the Far East or in tropical countries. There is nothing rash or revolutionary about them, and the only wonder is that he thought fit to publish them, unless it be that he has unfortunately met a number of his fellow-men who are at variance with him and now seeks to clinch his arguments by the power of cold type. In a sort of preface he shows, as it were, his qualifications to give advice and instruction on this all-important subject. "After having passed some months on the isthmus of Tehuantepec," he says, "and then two years on the Gold Coast of West Africa, I have just returned from the jungles about 400 miles up the Magdalena River in Colombia, South America. Fortunately I have never suffered from fever, and my staff have kept singularly well after proper hygienic arrangements had been made. The first year in West Africa, owing to the incompleteness of these arrangements, many men died or were invalided home on account of malarial fever. The second year no one died, though some were invalided. In the swamps of Tehuantepec, both north and south of the Tehuantepec Railway, I lost no one, and only the natives suffered from fever. In Colombia, out of twelve men working for two months in the jungle, no one died, and only two men suffered from fever, and these only for a few days each." From these circumstances he has compiled a table which contains a good deal that will interest the young and foolish. Beginning with that most important question whether a man should become a teetotaler when he leaves his native land, the writer says that men accustomed to a moderate amount of liquor at home, and a moderate amount abroad should stick to "London gin." That reads like a free advertisement for somebody, and as so far as we know, gin is not at present a particularly popular stimulant in Hongkong it may have the effect of giving a flip to the brand-name. The difficulty always is to discover the "moderate" amount, different people having widely different ideas on the subject. Teetotalers should remain teetotal "if they are not unduly weakened thereby," which is a very equivocal statement to say the least. Here is an important rule: "Those accustomed to drink in moderation should not suddenly become total abstainers on arrival at a fever zone." Comment on that is superfluous. Then he has a rule which shows that he knows nothing about China at any rate. "A meat diet in moderation, combined with as many vegetables as can be conveniently procured, especially wal-recess, lettuce and such vegetables as are eaten raw." The man who gorged himself on such delicacies of the market garden would find himself at Happy Valley in no time—at least the Medical Officer of Health says so and he should be in a position to know. Early to bed and early to rise is, of course, another recommendation, while you should bathe in tepid or hot water in the afternoon. The writer seems to think that people have nothing else to do but look after their stomachs and their bodies. They should keep out of the sun, wear a pill helmet, take three meals a day; remain only one year in a fever district, eat as much of the food of the country as possible—shark's fin and bird's nest soup—the plenty of rice, and wear as few clothes as possible, changing them whenever they begin to show the marks of perspiration. For medicine, quinine every day and aperients when necessary. "It is all very simple and easy, so that hereafter those who manage to catch colds or plague or dengue have only themselves to blame for not following the rules we have

LOCAL AND GENERAL.

THE Admiralty have appointed Lieutenant T. J. S. Lyon to the *Kiwa*, additional, the 20th July, and in command on recommissioning, undated.

AT AN investiture held at Buckingham Palace on 21st ult. Mr. J. Ball, Chief Interpreter to the Supreme Court of Hongkong, received the Imperial Service Order.

COMMANDER C. T. Borrett, who will commission the sloop *Chlo*, is a smart officer of 20 years' experience in naval affairs. He is a Commander of the year, 1903, and has served previously in Chinese waters.

THE house coolie in the employ of the Harbourmaster (Comdr. Basil R. H. Taylor), who was charged in the Police Court, yesterday, with contumacious disobedience to lawful orders, was, to-day, convicted and fined \$5.

LIEUTENANT W. L. Fielding and Lieutenant G. F. Markwick, who join the *Chlo* and the *Chima* respectively on recommissioning, were appointed Cadets in 1901 and 1902, and have not been previously east of Suez.

THE reorganisation of *The Times* under the new proprietor has begun. While the new proprietors include Lord Rothschild and Lord Cromer, the controlling interest, a contemporary states, is in the hands of Lord Northcliffe, the chief proprietor of the *Daily Mail*.

TWO Chinese authorities at Chienao have decided to discontinue the embargo on cereals. As a result of this decision the negotiations with Japan have been resumed and in view of the recent rains all fears on the part of China of a possible famine have been removed.

A TELEGRAM from the *Nichi Nichi* states that President Roosevelt has ordered investigations to be made as to the disclosure of the fact that the authorities concerned have hitherto been tolerating the smuggling of Asiatics by various immigration companies across the Mexican and Columbian boundaries.

TWO coolies were arrested at Yau-mai yesterday for burglary. It was alleged that during the night of the 13th instant they forced an entrance into 63, Street Street South, and stole some \$5 worth of wearing apparel. Part of the stolen property, it was stated, has been recovered. The accused were charged and remanded in the Police Court to-day.

MAIL news from Peking says that the dress of the Queen's Own Cameron Highlanders, some of the men of which are being duty at the Legation, has greatly taken the fancy of the Celestials. Some of the latter have also picked up the phrases and accents of the Highlanders—"I dinna ken" taking the place of the time-honoured "me nee wawee" and so on.—*L. & C. Express*.

MR. Hobhouse, replying in a printed statement to a question by Mr. Briggs, M.P., states that the total of the Peking indemnity payable by China was fixed at £1,450,000,000, of which the British share was £1,500,000,545—about £1,500,000. Under the terms of the Protocol the indemnity is to be paid by annuities extending over the period to 1940. These annuities are being paid punctually and fully, and no part of the sum is overdue.

CHINESE gardeners grow a variety of mustard, which is exceptional in the cabbage-like dimensions of its leaves. They are of a yellowish-green colour, as much as 10 in. long, sometimes crimped like the savoy. The leaves are boiled and eaten as we do the common cabbage, and they have a very agreeable flavour, not unlike that of good quality turnip-leaves in spring. In India and other tropical countries this cabbage-leaved mustard is a highly esteemed vegetable, and it is suggested it might be acclimatised in this country.

THE belief in the power for evil of *Fengshui* has had much to do in preventing China's vast mineral wealth from being exploited, just as it retarded railways for some time. A correspondent of the *Standard* at Shanghai now notes the case where the occupants of a small house begged an engineer not to stretch telegraph wires across his dwelling. In spite of his protest the wire was put up, and when, a few months later, two sons were born to the man who had made so much ado, he completely changed his views, and saw in the wire a powerful and benevolent *Fengshui*, who had blessed him with two sons.—*L. & C. Express*.

MR. Churchill, in reply to a question in the House of Commons by the Earl of Ronaldshay, supplied the following statement of the total tonnage of vessels which entered and cleared at the six principal shipping ports of the world in 1907:—Antwerp 21,075,118; Hamburg 20,120,198; Hongkong 19,833,666; London 19,079,942; New York 13,909,953; Rotterdam 13,374,480. The above figures do not include vessels which have been entered or cleared from or to places abroad at some other port in the respective countries on the same voyage. If these duplicated entries or clearances could be included the figures for London would probably be increased to a greater extent than those for the other ports mentioned.

CHANG KUO, the police suspect, does not know the law of murder and theft. This alleged ignorance on his part will, perhaps, cost him dearly. Chang is a coolie, with quarters at the other end of the city, to wit, Shan-ti-wan. At an early hour yesterday morning, he called at a stall in the Central Market and bargained for some crabs. A basket containing a dozen or so of that particular species of shell-fish was produced for inspection. When the stallholder had turned his back it was alleged that Chang and the crabs had disappeared. When the stallholder was called and a number of ideas as to the hope of making a few cash in capturing the thief rushed to the street they spotted the great Chang marching quietly away from the market with the basket in his hand. The stallholder Chang, it is pleaded, is not guilty, and the crabs were returned.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

VICEROY CHANG JEN-CHUN.

SEEKS RETIREMENT FROM OFFICE.

[By courtesy of the "Shung Po"]

Peking, 18th August.

H.E. Chang Jen-chun, Viceroy of the Liangkwan, has asked that he be permitted to retire from office.

Grand Councillor Ching Chih-tung strongly recommends Yuan Shu-fan, Governor of Shantung, as a fit and proper official to be appointed successor to H.E. Chang in the Viceroyship of the two Kwang.

The points in favour of Yuan's appointment are that he is well versed in railway affairs and is conversant with the ways of foreigners with whom he will be capable of conducting proper intercourse.

[Governor Yuan Shu-fan was the Shanghai Taoist at the time of the Mixed Court trials two years ago.—Ed., H.K.T.]

[Continued.]

British Naval Affairs.

LONDON, 17th August.

The Daily Telegraph understands that the Government has under consideration a proposal to raise a loan of a hundred millions sterling for the formation of a fund to be drawn upon as required for the necessities of the Navy, thus obviating the disorganization of budgets.

An influential section of the Cabinet supports the proposal which is tantamount to a declaration of the intention to maintain a two-power standard at all costs.

Certain financiers and underwriters have agreed to find the sum required on nominal terms.

Turkey.

Disquieting news has been received from Mosul and Diarbekr, where a fanatical party refuses to recognize the new regime in Turkey. The Wali of Diarbekr is siding with the reactionaries.

Later.

The Stettin Strike.

The shipbuilders on strike at Stettin, have resumed work, and the lockout has been averted.

America and Japan.

The New York Herald is ventilating the idea of an American alliance with China as a counter-balance to Japanese power, but the movement possesses little substance.

The Times Washington correspondent says that the Government does not intend departing from the policy of avoiding entangling alliances; nevertheless, it is undeniable that there exists in America a patent distrust of Japan, and much relief will be felt officially when the visit of the fleet comes to an end without incident or contretemps.

THE KWANGSI MUJINY.

CAPTURE BY ADMIRAL LI CHUN.

Wuchow, 17th August.

Fifty prisoners have been captured by Admiral Li Chün's men. All the prisoners are brigands suspected of having taken part in the looting of Kung Hui. The multitudinous soldiers' movements are well known. But the officers do not consider it worth the risk to rush their position, as it is only a question of time when they will be starved into submission. The mujin have exchanged some of their rifles and ammunition for food, with the aborigines. The Kwangsi aborigines are outside the jurisdiction of the Chinese officials and are the only people who will have anything to do with them. The secretary, writers and several servants of the murdered Capt. Chuen Shun Tak have all returned and have not been killed, as some rumours would have it. They have been in hiding until the relief forces arrived.

THE INTERPORT RIFLE MATCH.

Practice for this match will commence on Saturday, 5th September, at 2.30 p.m., on the King's Park Range, and continue every Saturday and Sunday until the match is fired, about 12th October. All riflemen are invited to attend these practices and it is hoped there will be a good attendance as every effort should be made to secure the trophy for Hongkong.

Mr. F. J. Badley, captain superintendent of the local police force, returned to the Colony today from leave by the English mail steamer Malta. The C. S. P. is looking well and seemed to have enjoyed his holiday.

It is rather regrettable that the China Squadron has lost the honour of having the top ship of the Royal Navy in the gunnery trials. The battle practice returns have yet to come to hand, and there is every reason to believe that the heavy gun in the Far East will give a good account of themselves in what is, after all, the great test of efficiency in action.

MACAU NOTES.

ARRIVAL OF THE NEW GOVERNOR.

[From Our Own Correspondent.]

Macao, 18th August.

At 2 o'clock this afternoon, His Excellency Senhor Alves Rodrigues, the new governor, arrived here by the gunboat Rio Lima which went over to Hongkong on the 14th inst. with the special purpose of conveying the new governor to Macao. The landing took place with all the customary ceremony. His Excellency proceeded at once to the Leal Senado to receive the insignia of office from the Officer Administering the Government and from the hands of the President of the Municipal Council the keys of the city, whereupon he attested his signature to the letters patent after having taken the usual oath of office.

Afterwards His Excellency and the Government officials proceeded to St. Augustin Church, the cathedral, being under repairs. His Excellency attended at a solemn Te Deum after which he adjourned to Government House where his first levee was held. All the civil, military and ecclesiastical functionaries attended the levee; there were also present the members of the Constabulary corps.

Capt. Diogo de A. who had acted with so much credit to himself as governor, since the departure of Senhor d'Almeida Coutinho, returned to the harbour office to resume charge of his department. Capt. Ventura, who had officiated as acting harbour master, reverted to his assistantship.

It is to be hoped that Governor Rodrigues will enjoy a period of prosperous and successful administration. He comes to China with a great military reputation as the hero of Camatua in Portuguese Africa. It was Lieut.-Col. (then Capt.) Rodrigues who was in command of the punitive force that subjugated the Camatua.

FLOOD FUND BAZAR.

The flood fund bazar for the West River sufferers was opened at 11 o'clock in the forenoon of Sunday, the 16th inst. The Chinese members of the committee awaited the arrival of the acting Governor, Capt. Diogo de A., with whom was Mrs. F.A. and the A.D.C. The Right Rev. J. P. Azevedo e Castro, Bishop of Macao, arrived before the Acting Governor. His Excellency delivered an address congratulating the Chinese in Macao for their benevolence in initiating the bazaar which he hoped would be a success in every respect. Bishop Castro also addressed the assembly. Both speeches were rendered into Chinese by the chief interpreter, Mr. C. A. R. d'Assumpção. Drawing aside the silk curtain at the main entrance, the Governor, leading the way into the bazaar, declared the bazar open. His Excellency and party then visited the stalls which Capt. and Mrs. de A. also patronized.

About \$1,000 was collected for the whole day and evening, being proceeds of admission tickets sold, refreshments, flowers, fancy articles, admissions to the Chinese theatrical performance and cinematograph exhibitions. It should be noted that the wealthier class of Chinese have not yet begun to unloosen their purse strings; it is believed that their patronage is being withheld until later. Four men, however, made themselves conspicuous by their rivalry to attain to the position of distinction of the late Chinese millionaire Lu-cao. They availed themselves of this opportunity to vie with one another in their ability to spend liberally. The president of the bazaar committee, Mr. Chan Chek-yu, a son of the late Mr. Chan Fong, and well-known in Hongkong, is doing much good without ostentation. The late Lu-cao's eldest son, Mr. Lim-wei, paid \$200 for a bottle of lemonade. A frame embroidered (gold threads) was offered 180 by (Chi Cheong-ko of a tobacco factory; the minimum price set on the frame is a thousand dollars. A Chinese lady donated \$100 for a nice drink. The same enthusiasm and harmony prevail at the Macao Bazar as at those held in Hongkong and Canton. A scroll with a poem inscribed by Mr. Simoh Tse Yau, of Hongkong, was first offered \$5, the bid having since advanced to \$82. The same gentleman presented, through Mr. She Tai Cho, compradors in Hongkong of the Hongkong, Canton and Macao Steamship Co., Ltd. two photographic enlargements "Sunset at Macao" and "Macao Harbour." Mr. Tse Yau's very fine crayon drawing "An Old Gate" in China is much admired.

SERIOUS COLLISION ON THE PRAYE RAIL.

TRAMCAR DAMAGED TO THE EXTENT OF \$100 IN COLLISION WITH A TRUCK.

Very serious damage resulted in a collision which took place on the Praye East, at the crossing near Ship Street, last evening, between a truck and a tramcar. Mr. A. Course, the traffic manager of the Electric Tramway Company, who was in the neighbourhood at the time, gave his story of the collision in the Police Court this morning, when the truck charged, with reckless driving, and doing \$100 damage to the car.

Mr. Course explained that the mishap took place at about seven o'clock. A tramcar was travelling eastward and on reaching the crossing met a truck which was in charge of two or more coolies bound west. The truck succeeded in passing the front part of the car without touching it. A second or two later the passengers were startled by a loud crash, followed by a tearing noise, and in a look in that direction they saw the chassis of the truck inside the car, and the back portion demolished. It would seem that the truck had cleared the front portion of the tramcar some mismanagement followed, with the obvious result that the truck, shattering, crashed into the back portion of the car, carrying away everything in its way. As a matter of fact over \$100 damage was done, but this was as near an estimate that could be reached prior to the damage being repaired. The truck passengers, some of whom left the car in their excitement, boarded another conveyance; and the damaged car was removed back to the shed.

The accused pleaded guilty to the charge. In addition he said it was an accident. The Workip ordered accused to pay the Tramway Company \$1 compensation.

BAINING FAULTY.

FARMER DROWNED AT SAMCHUN.

A middle-aged farmer residing at Samchun was drowned there yesterday. The fatality was not witnessed by anybody. Chao Wo, the farmer, who was about fifty years of age, went down to the beach for a swim. He diverted himself of his clothing, and entered the water. He was missed for nearly four hours after that. A search was made and his clothes were found on the beach. The body was searched and the farmer's body was picked up floating some distance away from the place where his clothing lay. The theory advanced is that the farmer became "exhausted" in the water, and being beyond his depth, was drowned. His remains were removed to his house for burial.

A MOTORING STORY.

LOCAL CHAUFFEUR ACCUSED OF RECKLESS AND FURIOUS DRIVING.

Some amusement is expected to be provided next week in a case which occupied the attention of Mr. J. R. Wood, in the Police Court, today. The case in question was that in which Mr. S. A. Marican, the proprietor of the Dragon Cycle Depo, is charged with (1) recklessly driving a motorcar along the Woong-nei-chong Road yesterday afternoon and (2) driving a reckless car to the extent of \$1,500, and (3) driving a furious motor to the danger of pedestrians. The complainant in the first charge is the father of the rich man, and the second, Mr. S. Swant, a partner in the firm of Scholdt and Company.

Yesterday afternoon the defendant and a couple of his friends went out for a drive in a motor car. The driver (Mr. Marican) headed the car for Happy Valley. A funeral procession was winding its way towards the cemetery as the motor car hove in sight. According to the evidence that was adduced it was alleged that Mr. Marican made no effort to slow down his engine. Instead of that it was asserted that he shot past the cortege at a furious pace, scattering the mourners. In attempting to dodge a pedestrian, who, it was reported, would undoubtedly have been knocked down had he not got out of the way in time, the car collided with a stationary ricksha damaging the hood and one of the splash boards.

The charges were denied by Mr. Marican, who asked for an adjournment to call witnesses. The next hearing was fixed for Monday, when, we understand, Mr. Marican will have issued cross-summons.

A MOTOR CAR SWINDLER.

CONVICTED FOR OBTAINING MONEY UNDER FALSE PROMISSORY NOTE.

The Criminal Sessions was resumed this afternoon, when the second and last case in the calendar was taken. The defendant was Cheung Kai, alias Chan Kim Siang, and he was called upon to answer three charges of forgery, as follows:—(1) forging a promissory note for \$1,200, (2) uttering a forged promissory note, and (3) obtaining the sum of \$1,200 by means of the forged promissory note.

The Attorney-General—Mr. W. Rees Davies, K.C.—instructed by Mr. P. Dinny, of the Crown Solicitor's office, prosecuted. The defendant, a man of about twenty-two years of age, pleaded not guilty to the charges. He was undefended.

The following were the jurors empanelled:—Messrs. T. W. Robertson (foreman), W. L. Leach, A. H. Ham, J. Jas. Toppin, J. T. Young, G. H. Saunders and P. A. A. Kuzee.

In presenting the facts of the case to the jury the Attorney-General explained the charges on which the defendant was indicted, and remarked that if they could not find him guilty of the forgery they should return a verdict of guilty on the count of passing a forged document. The defendant, he said, was a storekeeper, and at one time was employed on board the steamer Mimosa. Prosecutor was employed on the Wong Tai Wo money-changer's shop at 65, Wing Lok Street, and had known the defendant for four or five months. On the 4th April defendant called on the prosecutor and said that the compradore of Messrs. Dan u and Company—a firm managed by a French gentleman, with premises at 171, Queen's Road Central—wanted the loan of \$1,200. Prosecutor asked him to call again. Two days later defendant called again and prosecutor consented to lend the money, at the same time saying, "I don't know the compradore (Kwok Mo Hoi), but I will lend it to you for him. On the day following defendant took prosecutor to see a man, who he alleged was Kwok Mo Hoi. Negotiations took place, the promissory note was drawn up, and signed and chopped, and the money handed over. The chop purported to be the genuine chop of the compradore, department of Dargu and Company. On the 7th May, nearly a month later, prosecutor went to Dargu and Company to demand repayment. On this occasion the real Kwok Mo Hoi was present, and prosecutor told him he had been swindled. Several days later he met defendant in the Central Market, and asked for his money. The defendant made an attempt to bolt, but was pursued and captured. The alleged compradore had not been seen since.

Witnesses to corroborate this story were called, at the conclusion of which the jury was addressed.

The jury found the defendant guilty and a sentence of four years' hard labour was passed. The Criminal Sessions was adjourned sine die.

In a G.M. Extraordinary issued this afternoon, Ampy has been proclaimed an infected port.

This action brought by the Imperial Bank of China against the compradore of the Canadian Pacific Railway Company, to recover the sum of \$34,000, and interest, the amount of surety of King King Wo, a brother of the defendant, now deceased, was continued in the Chief Justice's Court today. The only business done was reading of part of the evidence which was taken as commission.

CORRESPONDENCE.

[We do not assume responsibility for opinions expressed by Correspondents in this column.]

THE IMPERIAL COLONIAL CLUB.

To the Editor of the "Hongkong Telegraph."—I should like to see through your columns to bring to the notice of your Colonial and Overseas readers the existence of the above Club.

The Club will be situated at No. 1, Piccadilly, W. It is in the centre of "Clubland" and faces the "Green Park," and it is near the Ritz Hotel. The Club was founded for the good feeling between England and her Colonies Overseas.

For the use of members there will be Reception rooms, Dining room, Smoking lounge, Writing rooms and Reference Library, Dressing rooms and usual Club accommodation, and the members will have full range of Colonial papers, so that our Colonial readers will be in touch with the colonies although at home.

There is a Bridge Section attached to the Club under Colonel Harry Finn, C.B. One of the rooms will be furnished by the Canadian Handicrafts Guild from the original design of the Guild under the direction of Lady Tait.

Any further information will be gladly given by Yours faithfully,

L. B. BAKER,

Organizing Secretary.

London, 23rd July.
P.S.—The Portraits of H.M. the King, and the Portraits of T.R.H. the Prince and Princess of Wales, for which special permission has been granted to the eminent Australian painters, George W. Lambert and John Longstaffe, are being painted for the principal rooms.

"FIVE YEARS' HARD LABOUR."

JERVOIS STREET INCIDENT CLOSED.

A large crowd of Chinese was present to witness the concluding chapter of the trial of Chao Tse Hing, the ex-accountant, for stabbing the master, Wing Chun, and the accountant of the Po Chun shop, which came to an end in the Criminal Sessions this morning, when a sentence of five years' hard labour was passed.

Yesterday afternoon the case for the prosecution closed, and when the hearing was resumed to-day Sir Henry Berkeley, K.C., opened his final address to the jury for the defence. His address lasted for over an hour. He reviewed the evidence at length and ridiculed certain statements made by the prosecutors. In the course of his remarks Counsel stated that at the Police Court, Wing Chun, the complainant, gave the magistrate to understand that he became inebriated after he had received the third blow and knew nothing more until he found himself in hospital. Yet, during cross-examination yesterday, one of the jobs of the Po Chun said that after the departure of the defendant Wong Chun asked him to call a doctor. How was that done when Wong Chun was inebriated? Sir Henry asked.

Either one or the other or both were not telling the truth. It was not denied by the defence that accused did the stabbing. He was a half-witted, weak-minded youth. He was who was attacked, by these two men. He it was whose life was put in peril, and in self-defence stabbed them. Counsel showed that Wong Chun had a great dislike for the accused; that accused was charged with theft and discharged from the firm, that he was reinstated by the proprietress later, that Wong Chun refused to obey the order, that insult was added to injury by the posting of that libellous note in the shop, that on the morning in question accused and his boxes were checked out of the shop, and that the accused, a person of weak intellect while being assaulted defended himself with the chopper. The story for the prosecution was incredible, there was a reasonable doubt as to what took place, and Counsel asked for the acquittal of the accused.

The Attorney-General said that Sir Henry in his ingenious speech dealt with certain irrelevant matters. During his learned friend's address he was reminded of a story which came to his hearing a while ago. A humorous man was listening to an argument. At the conclusion he said to one of the men: "I have heard many men argue that black is white—but you are the only man who can prove it." Counsel did not think Sir Henry had proved that black was white. Continuing, he went on to say, that the assault had been admitted by the defence; the brutality could not be gainsaid. When a person put up the defence of self-defence he must prove that the circumstances led him to defend himself. This the defence had not done. There was no justification for the violence accused used which might have caused the death of the two men. The only plea that his friend could have succeeded on was one of insanity. Although it was suggested that accused was of weak intellect and had not possession of his faculties, it was a matter for the Governor to commute the sentence after it was passed.

Mr. Justice Gompertz opened his summing up to the jury a few minutes before noon, his address lasting about twenty minutes.

At 12.15 o'clock the jury retired, and returned in ten minutes, with a unanimous verdict of not guilty on the first count, but guilty on the third.

His Lordship then passed sentence of five years' gaol.

TRADE-MARKS IN KOREA.

A NOTABLE CONCESSION BY JAPAN.

The Laws dealing with patents, trade-mark designs, and copyright in Korea have been published to-day in the Japanese Official Gazette with Korea's assent to the concession to comply with them. They represent a further consolidation of Japan's protective over Korea. The regulations, which are the outcome of the Treaty between the United States and Japan, follow the lines of the Japanese laws on the subject, but whereas Japan has hitherto adhered to the principle of priority of application in the recognition of trade-marks, she undertakes hereafter to take into consideration the principle of priority of use as well.

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To-day's Advertisements.

BOORD & SON.

THE Undersigned have been appointed SOLE AGENTS in Hongkong, China, Philippines and British North Borneo for the above firm's well known and popular GIN (Cat Brand).

CALDERICK, MACGREGOR & CO.,
Wine and Spirit Merchants,
11, Queen's Road Central,
Hongkong, 19th August, 1908. [768]

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 1, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.
Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.
Further particulars from
THE ORGANISING SECRETARY,
No. 1, Piccadilly, W.
London, 19th August, 1908. [769]

FOR SHANGHAI, MOI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALTA."

Captain R.A. Peters will leave for the above places on TUESDAY (THURSDAY), the 20th instant, at 7 A.M.
For Freight or Passage, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 19th August, 1908. [770]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"JAPAN."

Capt. J. G. Oliphant, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents,
Hongkong, 19th August, 1908. [767]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"MALTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained at once at the Godown's yard.

This vessel brings on Cargo—
From London, &c. ex S.S. India.
From Calcutta, &c. ex S.S. Swala.
From Persian Gulf, ex B.I.S.N. and B. & S. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 19th August, 1908. [771]

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 17th August.

The term of office of the present board of directors of the Canton-Hankow Railway Company will shortly expire, and a meeting will be held on the 1st day of the 8th moon at the Company's offices for the election of new, in place of the retiring, members. A telegraphic despatch has been received by the Viceroy from the Ministry of Posts and Communications with instructions that the Canton Provincial Treasurer, the Judge and Tsoai Chan Moon Tsang proceed on that day to the meeting place to personally superintend the forthcoming election so that perfect order may be maintained.

Yesterday morning two cases of fire occurred in the city, but fortunately none of them have been attended by serious damage.

MARINK COURT.

In the Marine Court this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, Police-Sergeant Edwards charged Chan Yau, master of the steam-launch Lai Fai, with unlawfully carrying thirty-eight persons in excess of the number allowed by his licence on the 16th instant. It was stated by P. O. Edwards that at about 4.30 p.m. on the day mentioned, when off Blake Pier, he boarded the defendant's launch and proceeded to count the passengers in presence of the defendant, and found there were 37 all told, including the crew. The proper number allowed by the licence was 164. The defendant pleaded that he could not prevent the passengers from coming on board. However, the Magistrate thought otherwise and Chan had to leave the Court poorer by \$50.

Lieutenant Ernest Stevenson, who held the temporary rank of Commander while skipper of the destroyer Phryx, has been promoted Commander, and will command the Phryx until he completes his tenure.

Intimations.

SPECIAL BARGAINS!

IN

HIGH CLASS PIANOS.

	TO CLEAR.	ORDINARY PRICE.
Collard	\$480	\$600
Broadwood	225	400
Rachals	380	550
Own Make	250	360
Krauss	400	600
Haake	325	450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

CASH OR CREDIT

PIANOS FOR HIRE

\$8

per Month.

ROBINSON PIANO CO., LTD.

Hongkong, 16th July, 1908.

KOWLOON

"NOW A DAYS KOWLOON IS THE HOME FOR AMUSEMENTS."

A GYMKHANA DINNER

WILL BE SERVED

ON

SATURDAY,

the 20th inst., at 8 p.m.

THE FAMOUS 13TH RAJPUTS BAND

WILL PERFORM

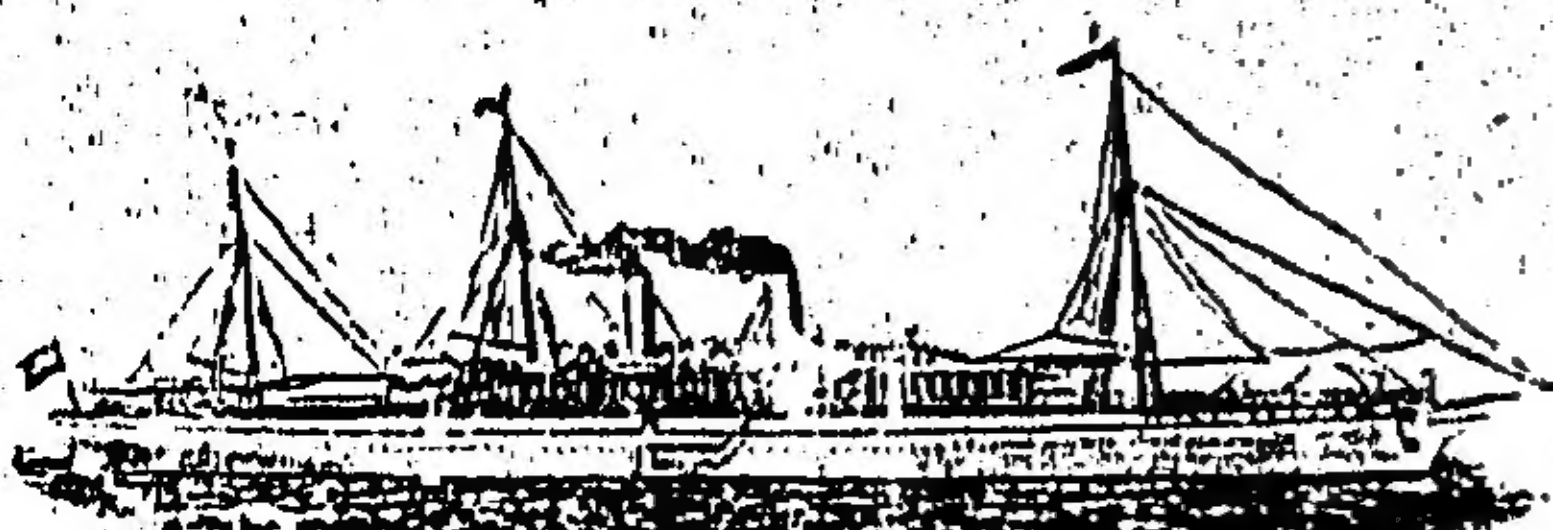
DURING and AFTER

DINNER.

HOTEL.

Hongkong, 19th August, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

19 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF JAPAN"	5,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class 47d. Canadian Atlantic Ports or New York 47d. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... 44d.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Navy, Army, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner Pender Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI, SWATOW, WEIHAI, TIENSIN via SWATOW, WEIHAI, WEI and CHEFOO	KIYONGSANG* CHIPSUNG*	THURSDAY, 10th Aug., 4 P.M. FRIDAY, 21st Aug., Noon.
MANILA	YUENSANG*	FRIDAY, 21st August, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG*	SATURDAY, 22nd Aug., Noon.
MANILA	LOONGSANG*	FRIDAY, 28th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG*	TUESDAY, 15th Sept., Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kutsang*, *Namsang* and *Loongsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports; Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 61.

Hongkong, 19th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
NINGPO & SHANGHAI	"YOKOHAMA"	21st Aug. 4 P.M.
HOIHOW & HAIPHONG	"CHIBLI"	23rd " 8 A.M.
SHANGHAI & CHINKIANG	"TOO HOW"	24th " 4 P.M.
MANILA	"TEAN"	25th " "
TIENSIN	"KURIOHOW"	28th " "
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	2nd Sept. "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 36.

Hongkong, 19th August, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd Aug. at Noon.
RUBI	2540	Almond	"	SATURDAY, 29th Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 19th August, 1908.

Shipping—Steamers.

HONGKONG, NEW YORK
& BOSTON.AMERICAN-ASIATIC
STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO" On 19th September, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.

General Agents.

1756

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM
FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonald*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Calcutta*, due in London on 4th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 19th August, 1908.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queens-
land Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above TO MORROW, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th July, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE, YOKKAICHI, SHIMIZU
AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date
<i>Kumakura</i>	6,332	Cowley	SATURDAY, 22nd Aug. 1908.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens Buildings.

Hongkong, 19th August, 1908.

HONGKONG AVERAGE MARKET
PRIORS.

Corrected 12th August, 100 cts. per 3 Mers.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

Bullock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" Corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum.....per lb

" Hump, Salt—Ngau Kiu

" Feet—Ngau Keok.....each

" Kidneys—Ngau Yiu.....

" Tail—Ngau Moi

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

Calves' Head and Feet—Ngau-chai-

tau-keok.....set

Mutton Chop—Yeung Pai Kwai.....

" Leg—Yeung Pai

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong.....

" Brains—Chi Know.....per set

" Feet—Chi Keok.....

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum.....each

" Kidneys—Chi Yiu.....pair

" Liver—Chi Kon

Pork, Chop—Chi Pai Kwai

" Corned—Ham Chu Yuk

" Leg—Chu Fai

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

" Keok.....set

" Heart—Yeung Sum.....each

" Kidneys—Yeung Yiu.....

" Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong,

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan.....per doz

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Nga

Geese, Wild Shanghai—Sheung Hoi Ye

" Nga

Musk Deer—Wong Keng

Hare—To Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hainan—Hoi Nam Pak Kup

Quail—Um Chuan

Rice Birds—Wo Fa Cheuk.....dozen

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung.....per lb

" Hen..... " Na

Wild Ducks, Shanghai, Sui-ap.....pair

Wild, Shanghai, Sui Ap Chai

Wild Ducks, Canton—Sang Shing Sui

" Ap.....per pair

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hoi

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lu

Dog Fish—Tui Tu Sa

Eels, Congo—Hoi Man Yu

" Fresh water—Tan Sui Yu

" Yellow—Wong Sin

Frogs—Tien Kai

Garoupa—Sak Pau

Gidgeon—Pak Kup Yu

Herrings—Tao Kai Yu

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wo Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Mud Fish—Mun Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Perch—Tan Lo

Pike—Fa Faw Pong

Plaice—Pan Yu

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ho

Ray—Fai Yu

Rock Fish—Sak Kan Kung

Roach—Chai Yu

Salmon, (Oman), Fresh water—Ma Yan

" Yu

Cents.

Shark—Sa Yu

Skate—Fo Yu

Shrimps—Ha

Snapper—Lap Yu

Sole—Tat Sa Yu

Tench—Wai Yu

Turbot—Cho Hoi Yu

Turtles, small, fresh water—Keok Yu

White Belt—Ngau Yu Chai

FRUITS.

Almond—Hung Yau

Apples, (California)—Kam San Ping

" Ko

" (Chafoo)—Tin Chun Ping

" Ko

" Small—Hoi Tong

" Custard—Fan Lai Chai

Bananas, (fragrant), Canton—Sung Sheng

" Hong Chiu

" (brides), Macao—San Heung Chiu

Chestnuts, Chinese—Fong Lut

Carambolas—Yeung Toi

Cocoanuts—Yeh Tai

Grapes—Sin Tai Tse

Lemons, China—Ning Moong

" Amer.—Kum San Ning Moong

Licenses, Small Stone—Lai Chi Con

" Fresh, Lai Chi

Limes, (Siam)—Sai Kung Ning

" Moong

Mango, Manila—Lui Sung Moong

Mango, Saigon—Sai Kung Moong

Mangosteens, San Chuk Tai per 100

Oranges, Tim Chang

" Small—Tai Kut

" Mandarin—Tim Kut

Olives—Pak Lam

Passion-Fruit.....each

Pears, (American)—Kam San Shui Li

" (Canton), Cooking—Sa Li

